

INTELLOFAX 29

FEB 1952

## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

25X1

**INFORMATION REPORT  
REFERENCE COPY**REPORT NO. 

D NO.

**DO NOT CIRCULATE**

COUNTRY Czechoslovakia

DATE DISTR. 8 July 1952

SUBJECT Production of Jet Engines in Czechoslovak  
Factories

NO. OF PAGES 1

DATE OF INFO. 25X1

NO. OF ENCLS.  
(LISTED BELOW)PLACE  
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SUPPLEMENT TO  
REPORT NO. 

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1. The Jan Sverma plant, Motorlet national corporation, Prague-Jinonice,<sup>1</sup> manufactures and assembles the following parts of the MIG-15 jet engine: turbine rotors; compressor rotors; casing, forward and after hood; combustion chambers; and gear housings.
2. As of 26 June, ten engines have been completed at the Jan Sverma plant. The plan provides for a total of 16 engines to be completed through the end of the 23rd week of 1952, and an increment rate rising from three per week, starting with the 24th week of 1952, to 60 per week by the end of March 1953. The total planned production of this plant through March 1953 is 1,055 engines.
3. The following Czechoslovak plants are also producing jet engine parts:
  - a. A factory in Marianske Udoli (P50/N95) near Olomouc produces and assembles jet-units.
  - b. A factory in Velesin (059/Q94) produces gear housings.
  - c. A factory in Tynec nad Sazavou (050/L90) produces luminisation controls (sic); castings of distribution vanes; and experimental castings using evaporating-wax molds.
  - d. The Pal factory in Jihlava<sup>2</sup> assembles jet-units.
4. Production difficulties to date have been due to the lack of proper material and to the fact that tubing in the motor will not stand the prescribed pressure of 15 atmospheres.

25X1 1.  Comment: Formerly known as the Walter branch plant of the Skoda Works.

25X1 2.  Comment: Probably the Motorpal national corporation, Jihlava.

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INTELLOFAX 18

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## REPORT NO.

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 20 August 1952

SUBJECT Jan Sverma Plant of Motorlet, Prague-Jinonice:  
Production of MIG-15 Jet Engines

NO. OF PAGES 2

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO

25X1

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1. The following sections of the Jan Sverma plant of the Motorlet national corporation, Prague-Jinonice produce various parts of the MIG-15 jet engine as noted: 1. Iran hall (largest section of the plant): turbine rotor, compressor rotor, body (fore and aft hood); propeller section (the engines are assembled in this section): combustion chambers; concrete building: jet units (production of individual parts without assembly); section I-5: engine bodies. Another large section is under construction which will produce jet engine parts also.
2. Spare parts for 15 complete engines were delivered from the Soviet Union. Much of this reserve had to be used in the first engines produced by Motorlet, because the parts manufactured by Motorlet were not up to standards and broke down.
3. The following materials for the MIG-15 are produced in Czechoslovakia: blade wheel for the turbine, cast at the Poldina works of SONP in Kladno, (steel designated Cr Ni 10 K is also produced at Poldina); turbine blades, cast at Poldina (steel designated Cr Ni 80 Ti is produced at Poldina); compressor cylinder produced at the Skoda plant in Prague-Smichov.

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[illegible]

4. The following is the secret weekly production plan of the Jan Sverma plant of Motorlet through the end of March 1953.<sup>2</sup>

Through the 23rd week 1952 inclusive	16 engines planned
In the 24th week 1952	3 engines planned
In the 25th week 1952	3 engines planned
In the 26th week 1952	3 engines planned
In the 27th week 1952	5 engines planned
In the 28th week 1952	5 engines planned
In the 29th week 1952	5 engines planned
In the 30th week 1952	5 engines planned
In the 31st week 1952	(
In the 32nd week 1952	( Vacations
In the 33rd week 1952	5 engines planned
In the 34th week 1952	5 engines planned
In the 35th week 1952	7 engines planned
In the 36th week 1952	7 engines planned
In the 37th week 1952	8 engines planned
In the 38th week 1952	9 engines planned
In the 39th week 1952	9 engines planned
In the 40th week 1952	10 engines planned
In the 41st week 1952	12 engines planned
In the 42nd week 1952	14 engines planned
In the 43rd week 1952	16 engines planned
In the 44th week 1952	18 engines planned
In the 45th week 1952	20 engines planned
In the 46th week 1952	20 engines planned
In the 47th week 1952	26 engines planned
In the 48th week 1952	30 engines planned
In the 49th week 1952	34 engines planned
In the 50th week 1952	37 engines planned
In the 51st week 1952	40 engines planned
In the 52nd week 1952	40 engines planned
In the 1st week 1953	40 engines planned
In the 2nd week 1953	45 engines planned
In the 3rd week 1953	45 engines planned
In the 4th week 1953	45 engines planned
In the 5th week 1953	48 engines planned
In the 6th week 1953	48 engines planned
In the 7th week 1953	48 engines planned
In the 8th week 1953	48 engines planned
In the 9th week 1953	48 engines planned
In the 10th week 1953	48 engines planned
In the 11th week 1953	60 engines planned
In the 12th week 1953	60 engines planned
In the 13th week 1953	60 engines planned

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1. [REDACTED]

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2. [REDACTED] Comment: This is the breakdown of the plan [REDACTED], providing for a planned production total of 1,055 engines through March 1953.

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